

## **AMENDMENTS TO THE CLAIMS**

The following listing of claims will replace all prior versions and listings of claims in the application.

### **LISTING OF CLAIMS**

1 – 19. (Cancelled)

20. (Currently Amended) A golf car comprising:

- a frame supported by a plurality of wheels;
- an accelerator pedal;
- a brake pedal including a unitary foot actuated portion;
- a brake system receiving input from said brake pedal and generating an output to control a braking device through an operating stroke; and
- a brake pedal locking mechanism operatively cooperating with said brake pedal to provide a locked position beyond an end of said operating stroke, said brake pedal locking mechanism further operable to automatically unlatch said brake pedal from said locked position upon movement of said brake pedal beyond said locked position.

21. (Previously Presented) The golf car of claim 20, further comprising a kickoff mechanism which couples said accelerator pedal to said brake pedal locking mechanism and which actuates said brake pedal locking mechanism to unlatch said brake pedal from said locked position upon actuation of said accelerator pedal.

22. (Previously Presented) The golf car of claim 20 wherein said brake system operates in a normal mode by partially depressing said brake pedal and wherein said brake system operates in a parked mode by depressing said brake pedal further, and wherein when said brake system is in the parking mode, said brake system may be released by depressing one of said brake pedal and accelerator pedals.

23. (Previously Presented) A golf car comprising:

- a frame supported by a plurality of wheels;
- an accelerator pedal; and
- a brake pedal for a brake system, said brake pedal having a unitary foot actuated portion and movable through a first range of motion defining an operating mode wherein said brake system applies a varying degree of braking power based on the position of said brake pedal in said operating mode, said brake pedal further movable beyond said operating mode to a locked mode wherein said brake pedal is retained in a position whereby said brake system applies braking power to at least one of said plurality of wheels sufficient to preclude rotation thereof, said locked mode presenting a single audible indication to an operator upon entry thereof, said brake pedal further operable to withdrawal from said locked position upon actuating said brake pedal beyond said locked position.

24. (Previously Presented) The golf car of claim 23, further including a kickoff mechanism which couples said accelerator pedal to said brake pedal

locking mechanism and which actuates said brake pedal locking mechanism to unlatch said brake pedal from said locked position upon actuation of said accelerator pedal.

25. (Currently Amended) A brake system for a vehicle comprising:  
a brake pedal having a unitary foot engaging portion;  
an accelerator pedal;  
a brake system receiving input from said brake pedal and generating a varying degree of braking power [an output] to control a braking device through a service braking stroke; and

a locking mechanism for providing a locked position for said brake pedal, said locking mechanism providing a single audible indication to an operator that said brake pedal had been depressed sufficiently to be latched in said locked position, said locking mechanism operable to unlatch upon advancement of said brake pedal beyond said locked position.

26. (Previously Presented) The brake system of claim 25, further comprising a kickoff mechanism which couples said accelerator pedal to said brake pedal locking mechanism and which actuates said brake pedal locking mechanism to unlatch said brake pedal from said locked position upon actuation of said accelerator pedal.

27. (Previously Presented) The brake system of claim 25 wherein said brake system operates in a normal mode by partially depressing said brake pedal

and wherein said brake system operates in a parked mode by depressing said brake pedal further, and wherein when said brake system is in the parking mode, said brake system may be released by depressing one of said brake pedal and accelerator pedals.

28. (Previously Presented) A method of operating a brake system of a vehicle comprising:

advancing a brake pedal having a unitary foot engaging portion from an at-rest position through an operating position;

advancing said unitary foot engaging portion of said brake pedal from said operating position to a position whereby a single audible indication is emitted signifying a locking mechanism latching said brake pedal in a locked position; and

returning said brake pedal to said at-rest position by advancing said unitary foot engaging portion of said brake pedal beyond said locked position thereby unlatching said locking mechanism from said locked position.

29. (Previously Presented) The method of claim 28, further including permitting said brake pedal to return to said at-rest position.

30. (Previously Presented) A method for operating a brake system in a vehicle comprising:

advancing a unitary foot engaging portion of a brake pedal through an actuation stroke for providing a variable amount of stopping power onto at least one wheel of the vehicle;

further advancing said unitary foot engaging portion of said brake pedal until an audible indication is provided identifying a locked park position whereby stopping power is provided by the brake system sufficient to preclude rotation of said at least one wheel of said vehicle; and

withdrawing said brake pedal from said locked park position by advancing said unitary foot engaging portion brake pedal beyond said locked park position.

31. (Previously Presented) The method of claim 30, further including permitting said brake pedal to return to said at-rest position.

32. (New) A golf car comprising:

a frame supported by a plurality of wheels;

an accelerator pedal;

a brake pedal including a unitary foot actuated portion;

a brake system receiving input from said brake pedal and generating a varying degree of braking power to control a braking device through a service braking stroke; and

a brake pedal locking mechanism operatively cooperating with said brake pedal to provide a locked position beyond an end of said service braking

stroke, said brake pedal locking mechanism further operable to automatically unlatch said brake pedal from said locked position upon movement of said brake pedal beyond said locked position.

33. (New) The golf car of claim 32, further comprising a kickoff mechanism which couples said accelerator pedal to said brake pedal locking mechanism and which actuates said brake pedal locking mechanism to unlatch said brake pedal from said locked position upon actuation of said accelerator pedal.

34. (New) The golf car of claim 32 wherein said brake system operates in a normal mode by partially depressing said brake pedal and wherein said brake system operates in a parked mode by depressing said brake pedal further, and wherein when said brake system is in the parking mode, said brake system may be released by depressing one of said brake pedal and accelerator pedals.

35. (New) A golf car comprising:  
a frame supported by a plurality of wheels;  
an accelerator pedal; and  
a brake pedal for a brake system, said brake pedal having a unitary foot actuated portion and movable through a first range of motion defining a service braking stroke wherein said brake system applies a varying degree of braking power based on the position of said brake pedal through said service braking stroke, said brake pedal further movable beyond said service braking

stroke to a locked mode wherein said brake pedal is retained in a position whereby said brake system applies braking power to at least one of said plurality of wheels sufficient to preclude rotation thereof, said locked mode presenting a single audible indication to an operator upon entry thereof, said brake pedal further operable to withdrawal from said locked position upon actuating said brake pedal beyond said locked position.

36. (New) The golf car of claim 35, further including a kickoff mechanism which couples said accelerator pedal to said brake pedal locking mechanism and which actuates said brake pedal locking mechanism to unlatch said brake pedal from said locked position upon actuation of said accelerator pedal.

37. (New) A method of operating a brake system of a vehicle comprising:

advancing a brake pedal having a unitary foot engaging portion from an at-rest position through a service braking system;

advancing said unitary foot engaging portion of said brake pedal from said service braking stroke to a position whereby a single audible indication is emitted signifying a locking mechanism latching said brake pedal in a locked position; and

returning said brake pedal to said at-rest position by advancing said unitary foot engaging portion of said brake pedal beyond said locked position thereby unlatching said locking mechanism from said locked position.

38. (New) The method of claim 37, further including permitting said brake pedal to return to said at-rest position.

39. (New) A method for operating a brake system in a vehicle comprising:

advancing a unitary foot engaging portion of a brake pedal through a service braking [an actuation] stroke for providing a variable amount of stopping power onto at least one wheel of the vehicle;

further advancing said unitary foot engaging portion of said brake pedal until an audible indication is provided identifying a locked park position whereby stopping power is provided by the brake system sufficient to preclude rotation of said at least one wheel of said vehicle; and

withdrawing said brake pedal from said locked park position by advancing said unitary foot engaging portion brake pedal beyond said locked park position.

40. (New) The method of claim 39, further including permitting said brake pedal to return to said at-rest position.



Respectfully submitted,

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